OR 62 Corridor Plan

Advisory Committee Meeting #2 | Monday, November 3, 2025

KITTELSON & ASSOCIATES

Photo Credit: ODOT Flickr Account

Agenda

1

Welcome & Introductions

- Name
- Agency
- Role

2

Project Schedule

- Current Tasks
- Upcoming Tasks

3

TM #4: Existing Transportation Conditions

- Existing Transportation Inventory
- Existing Transportation Conditions Analysis

4

Next Steps & Open Discussion

- AC Review Comments
- Future No-Build Conditions Analysis
- AC Meeting #3

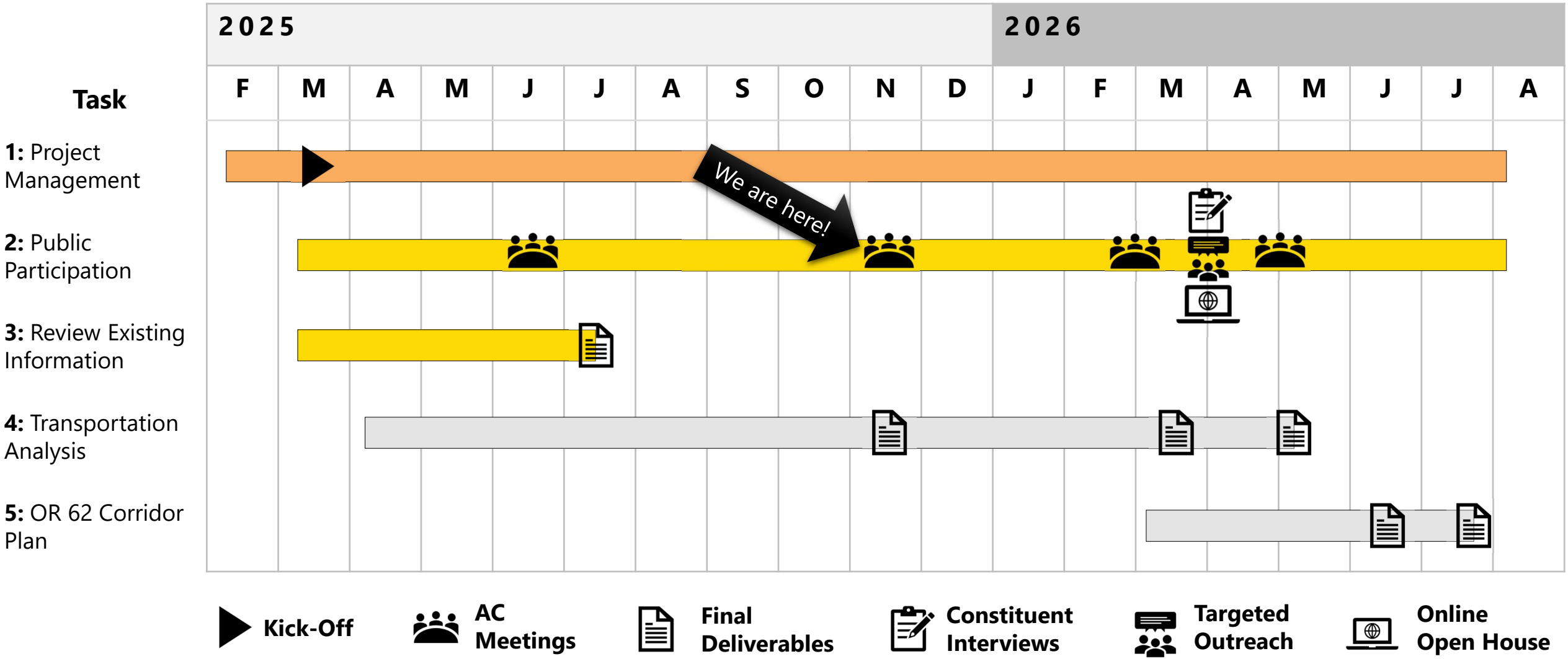
Welcome & Introductions

Name | Agency | Role

Project Schedule

Current Tasks | Upcoming Tasks

Project Scope & Schedule



Tech Memo #4: Existing Transportation Conditions

Existing Transportation Inventory | Existing Transportation Conditions Analysis

TM #4: Existing Transportation Conditions

Inventories existing transportation infrastructure and services

Evaluates traffic operations, crash history, and multimodal performance

Identifies network gaps and deficiencies to establish framework of needs

TM #4: Existing Transportation Conditions

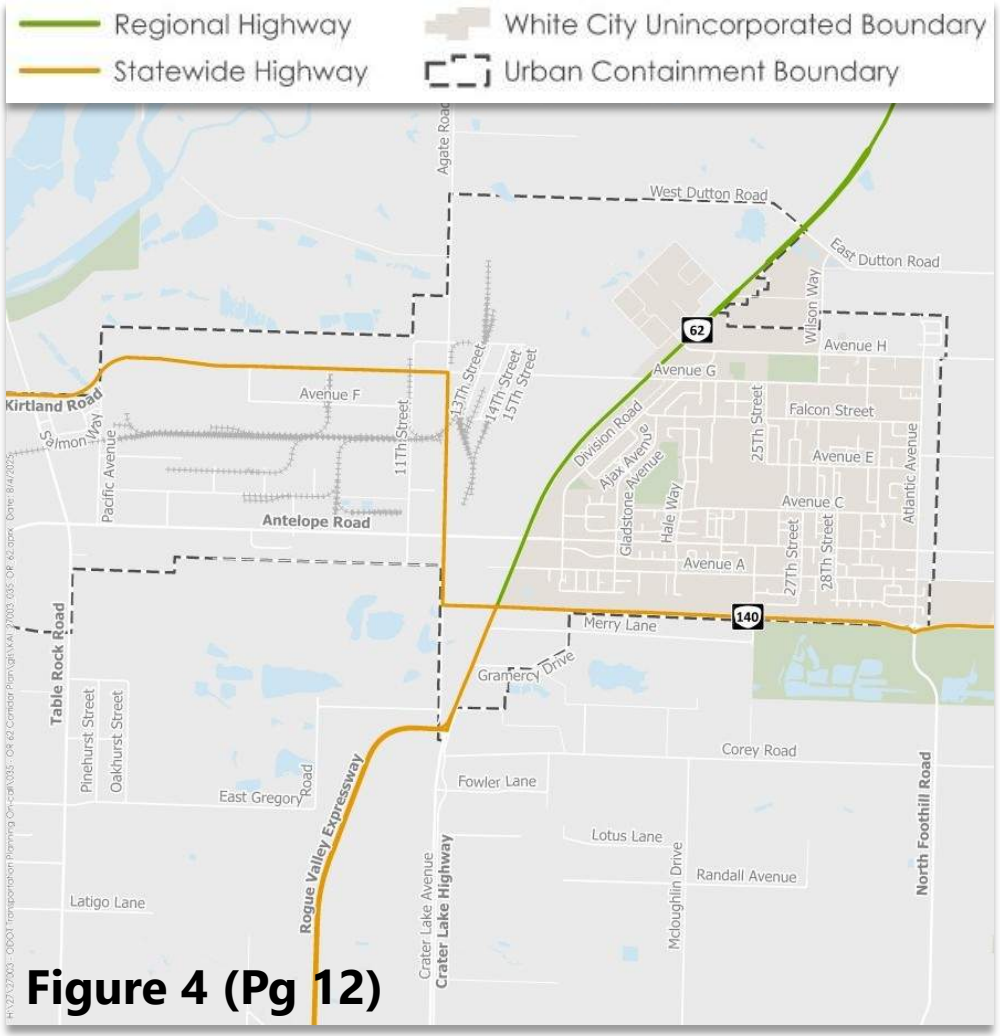


Figure 4 (Pg 12)

Road Network Findings

OR 62 and OR 140 are primary thoroughfares

- Designations determine function, cross section, mobility targets, and access management standards
- OHP **Statewide** and **Regional** highways

TM #4: Existing Transportation Conditions

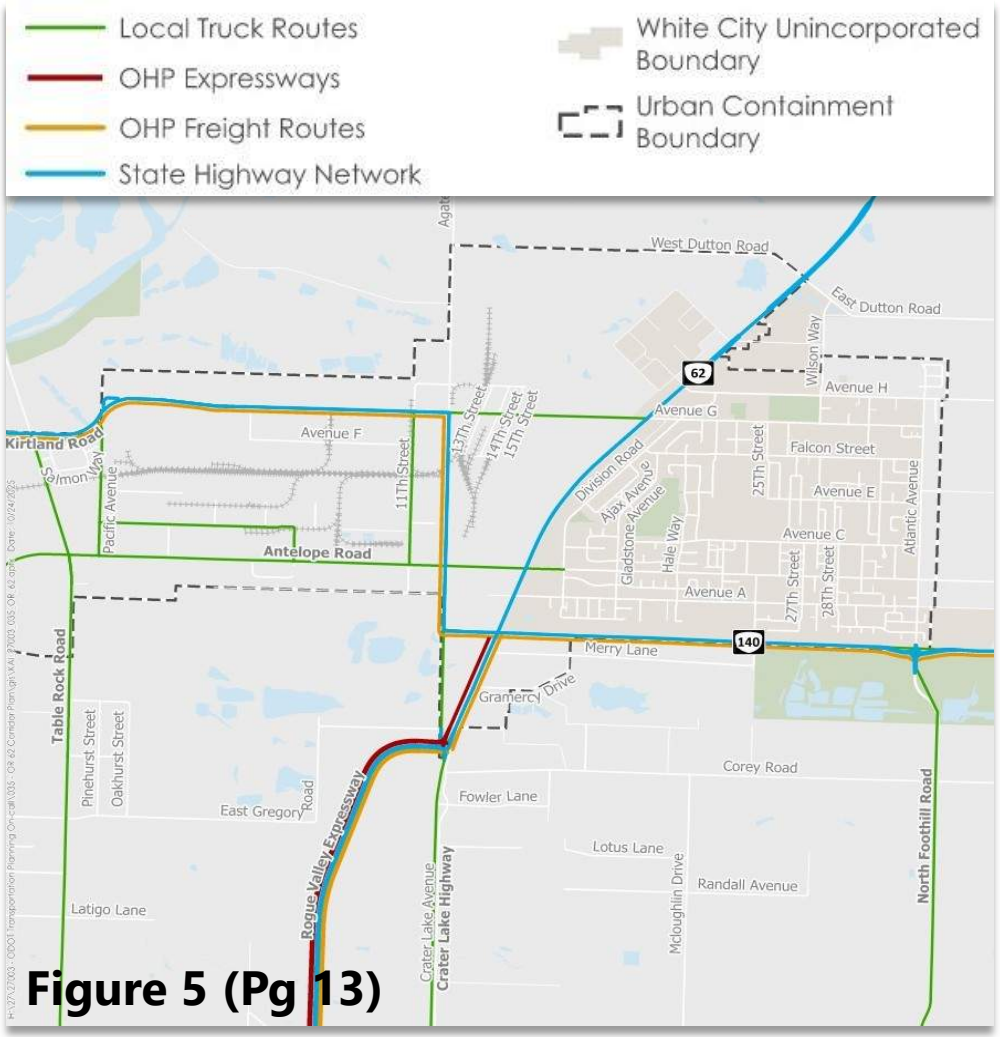


Figure 5 (Pg 13)

Road Network Findings

OR 62 and OR 140 are primary thoroughfares

- OHP **Expressways** and **Freight Routes**
- National Highway System routes
- Reduction Review routes

TM #4: Existing Transportation Conditions

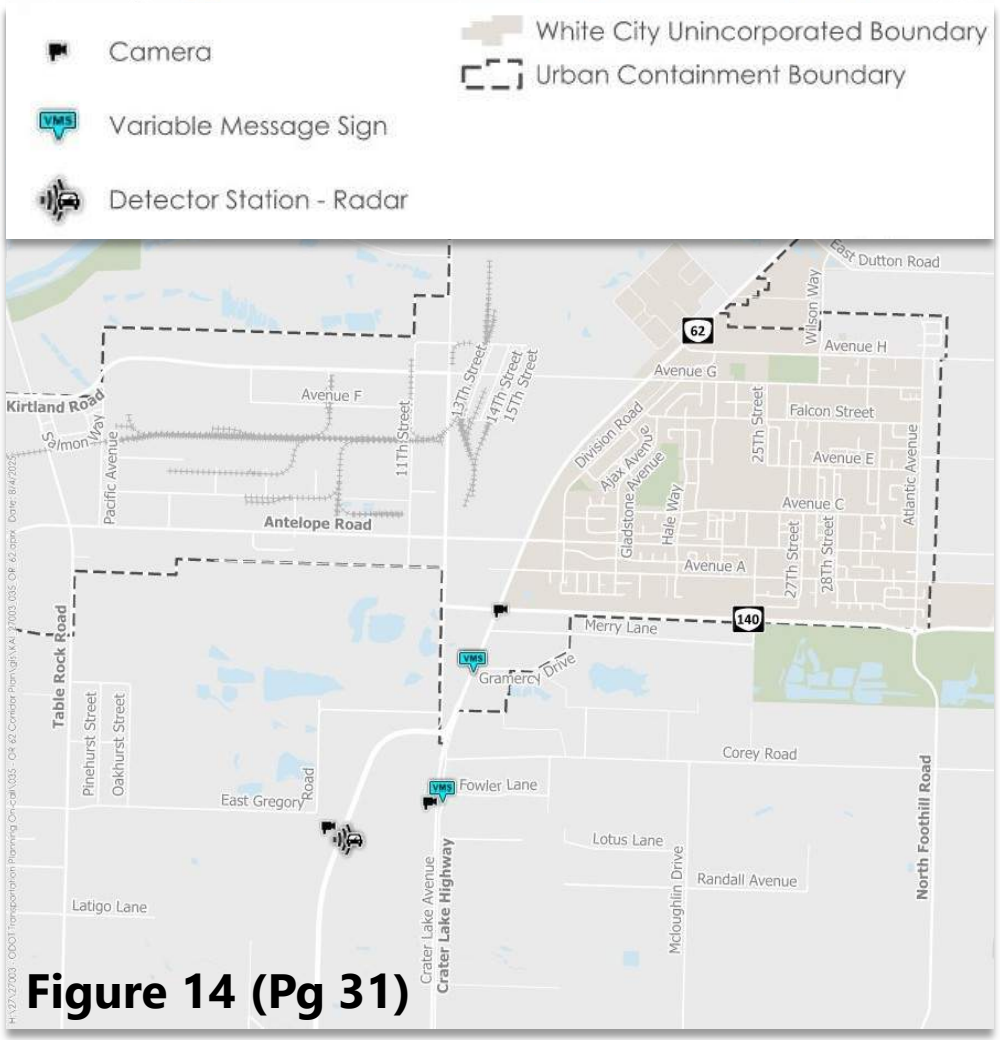


Figure 14 (Pg 31)

Road Network Findings

ITS infrastructure on OR 62 and Rogue Valley Expressway

- Cameras for real-time roadway conditions
- Variable message signs to communicate moment in time events

TM #4: Existing Transportation Conditions

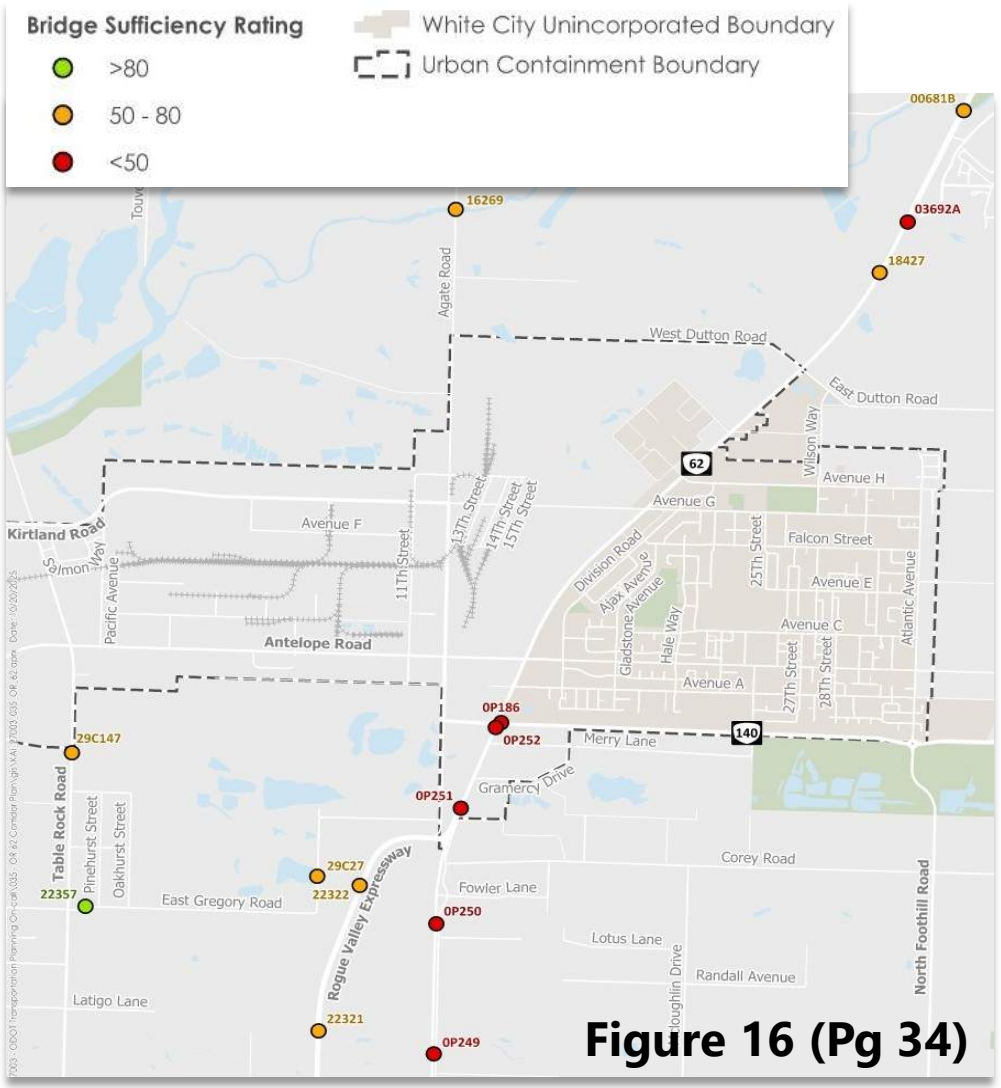


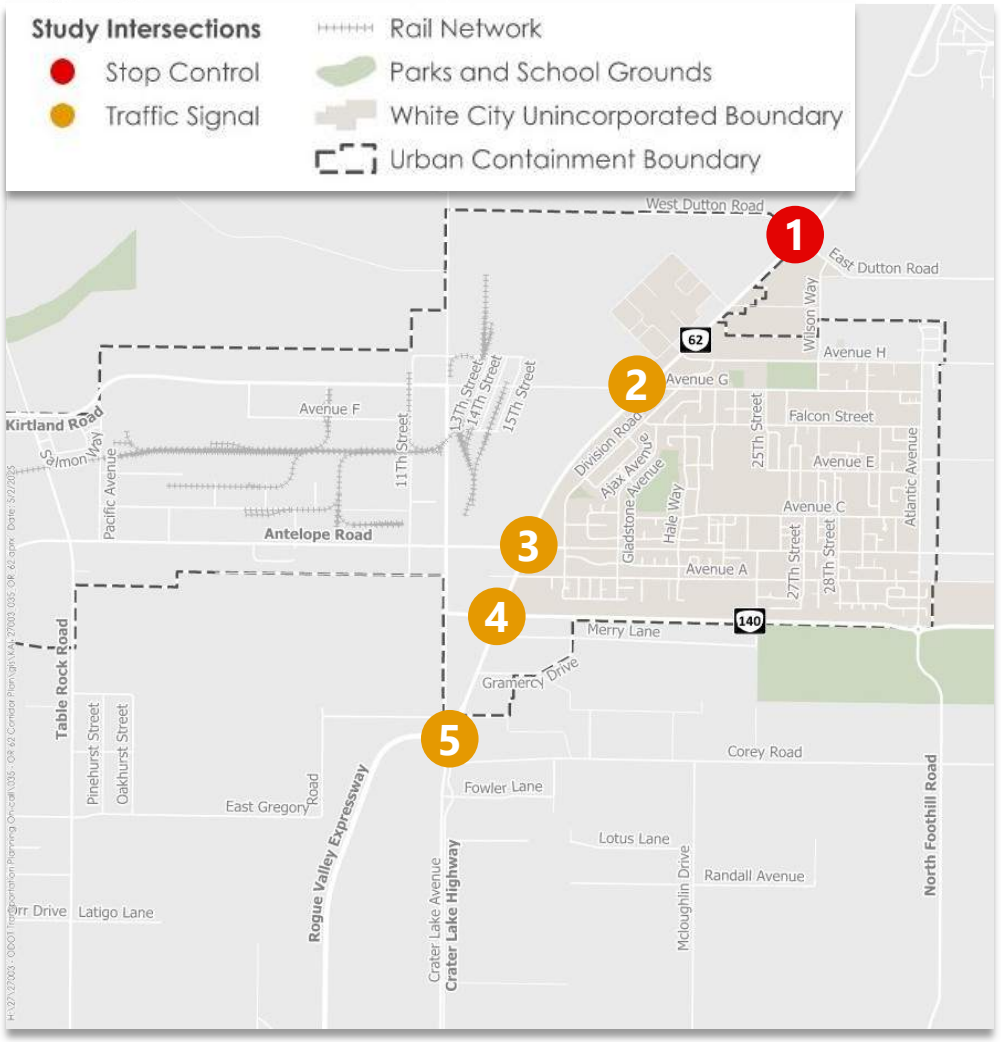
Figure 16 (Pg 34)

Road Network Findings

Bridge sufficiency ratings vary

- **SR>80** = 1 structure (good condition)
- **SR 50-80** = 7 structures (fair condition)
- **SR<50** = 6 structures (poor condition)

TM #4: Existing Transportation Conditions



Traffic Operations Findings

- OR 62/Dutton Rd (**#1**)
  - Eastbound approach experiences high side-street delays/poor LOS
- OR 62/Ave G (**#2**)
  - AM/PM peak hour queues exceed some lane storages
- OR 62/Antelope Rd (**#3**)
  - AM/PM peak hour queues exceed some lane storages
- OR 62/OR 140-Leigh Way (**#4**)
  - Exceeds mobility target during AM peak; approaches during PM peak
  - AM/PM peak hour queues exceed some lane storages

Analysis methodology under ODOT review. Intersection operations may be adjusted.

TM #4: Existing Transportation Conditions

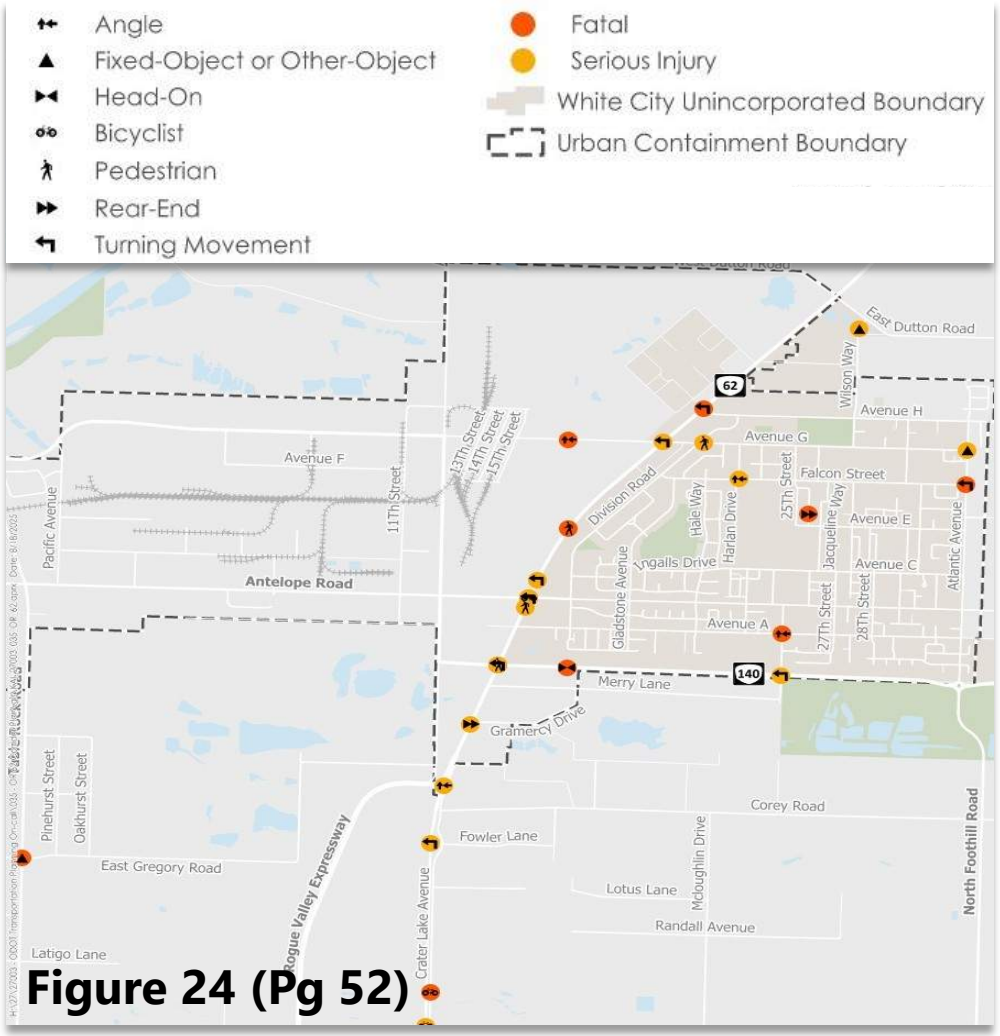


Figure 24 (Pg 52)

Crash History Findings

- 734 crashes over 5 years
  - 29 fatal/serious injury crashes (**mapped**)
  - 70% angle, rear-end, and turning movement crashes
- Bicycle/Pedestrian Crashes
  - 44% resulted in fatalities/serious injuries (compared to 3% of motorist crashes)
  - Accounted for 24% of all fatal/serious injury crashes

TM #4: Existing Transportation Conditions

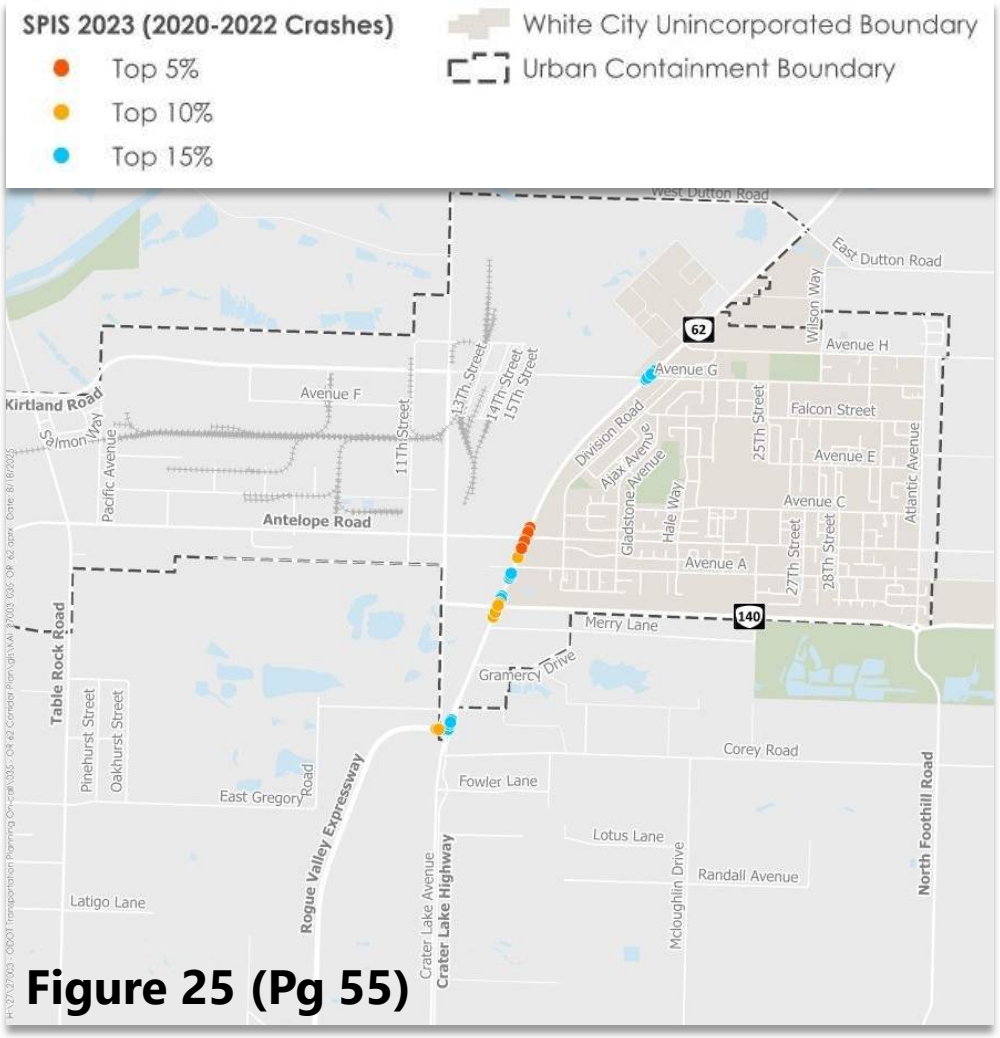


Figure 25 (Pg 55)

Crash History Findings

- Exceed 90th Percentile Crash Rates
  - OR 62/Antelope Rd
  - OR 62/OR 140-Leigh Way
  - OR 62/Rogue Valley Expressway
- Multiple SPIS sites that rank in top 5-15 percentiles

Analysis methodology under ODOT review. Intersection crash rates may be adjusted.

TM #4: Existing Transportation Conditions

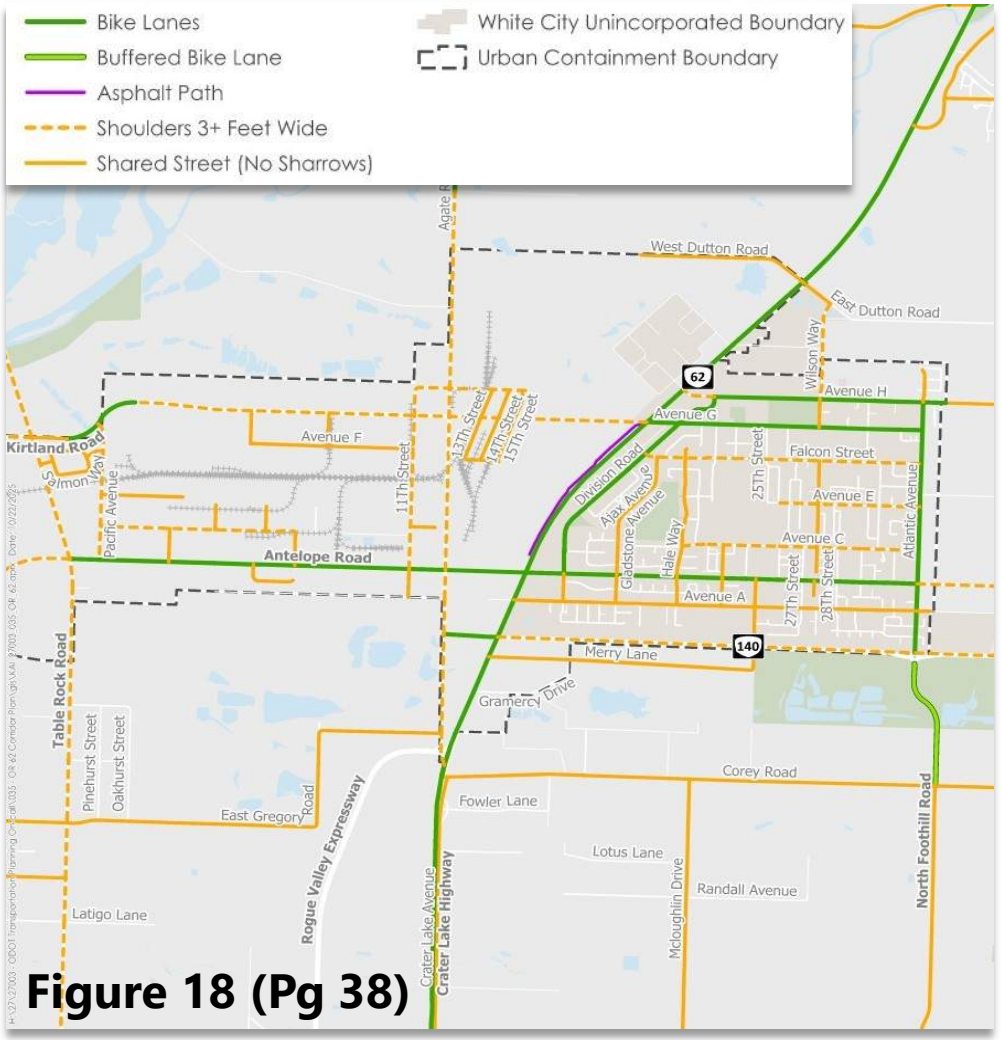


Figure 18 (Pg 38)

Bicycle Network Findings

- Bike lanes primarily along OR 62 and east of highway; limited bike lanes available west of highway
- Cyclists mostly share the road or use paved shoulders
- Short paved path available along OR 62

TM #4: Existing Transportation Conditions

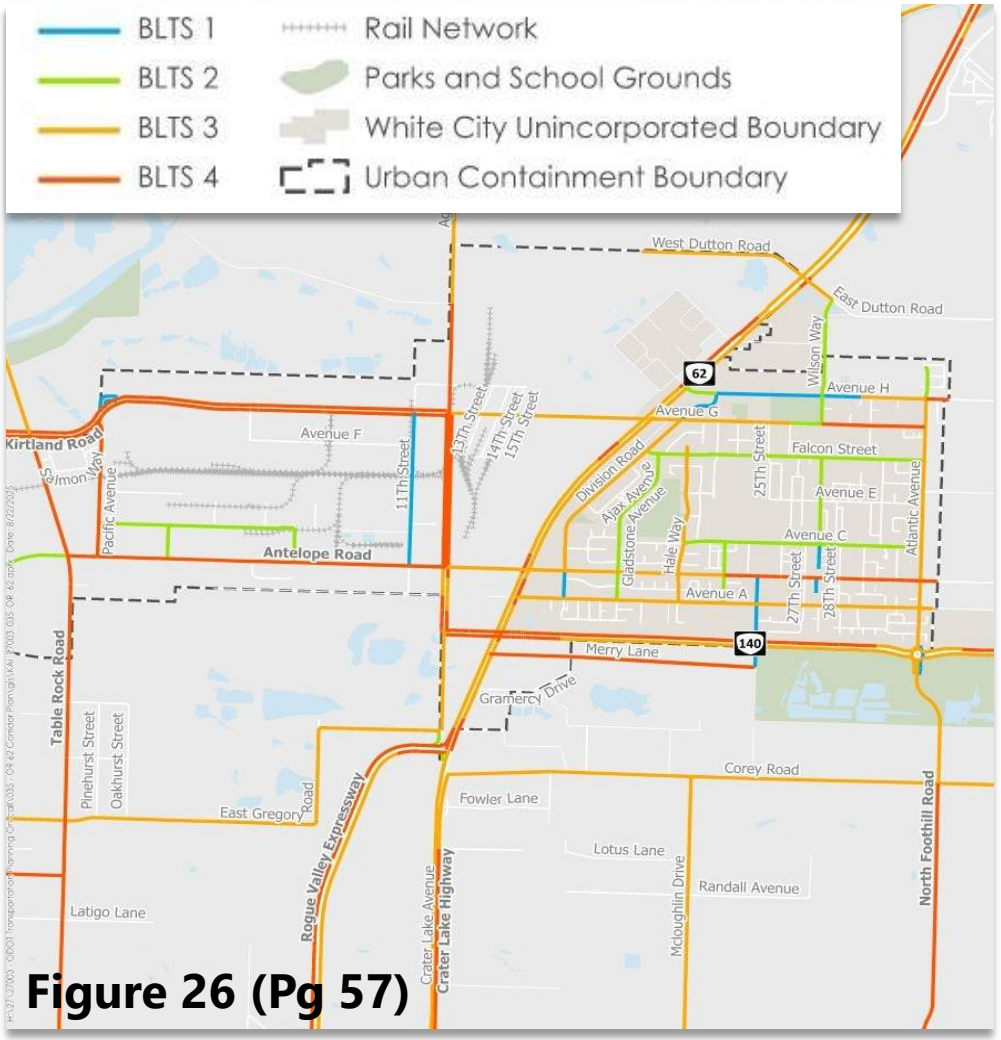


Figure 26 (Pg 57)

Bicycle Network Findings

- Most arterials/collectors are BLTS 3 or higher due to:
  - Higher traffic volumes and posted speeds
  - Limited buffered/separated bike facilities

TM #4: Existing Transportation Conditions

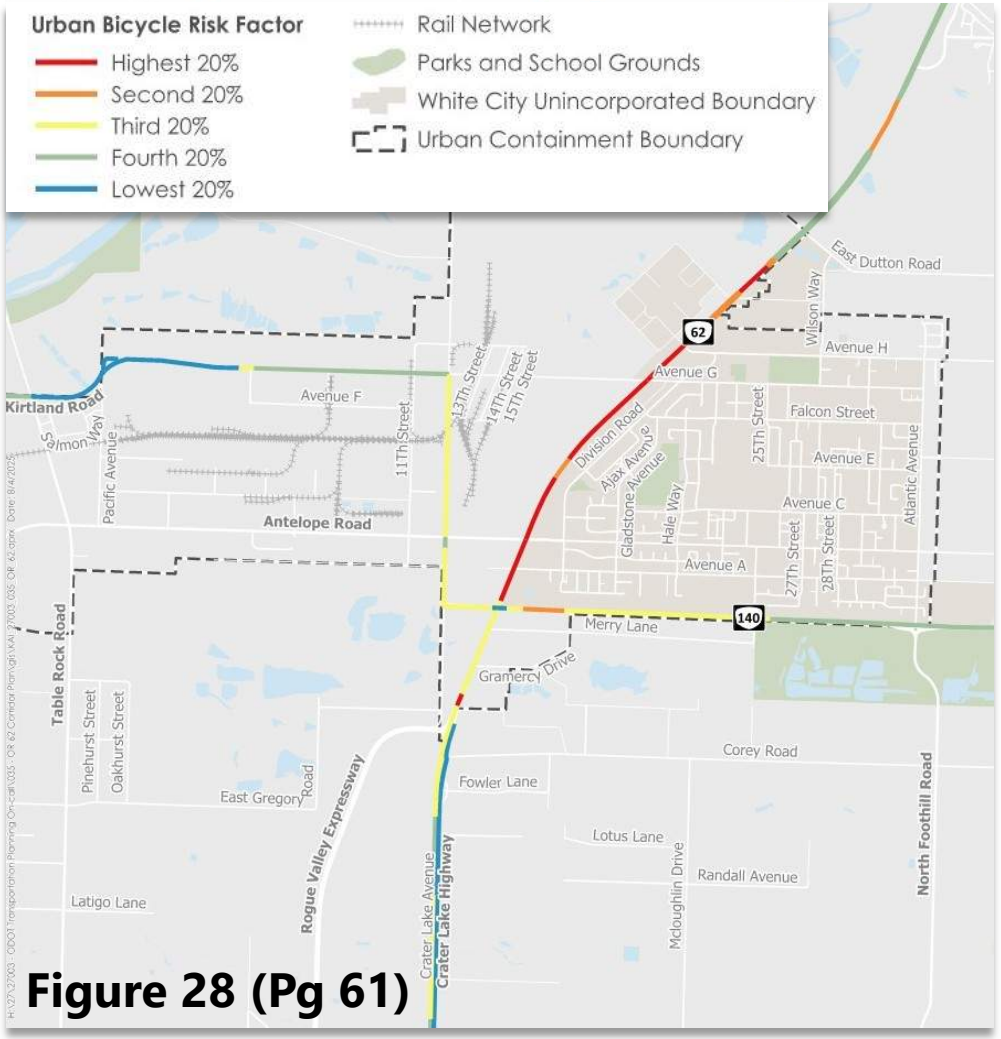


Figure 28 (Pg 61)

Bicycle Network Findings

- Some OR 62 segments present greatest crash risk to cyclists in the state

TM #4: Existing Transportation Conditions

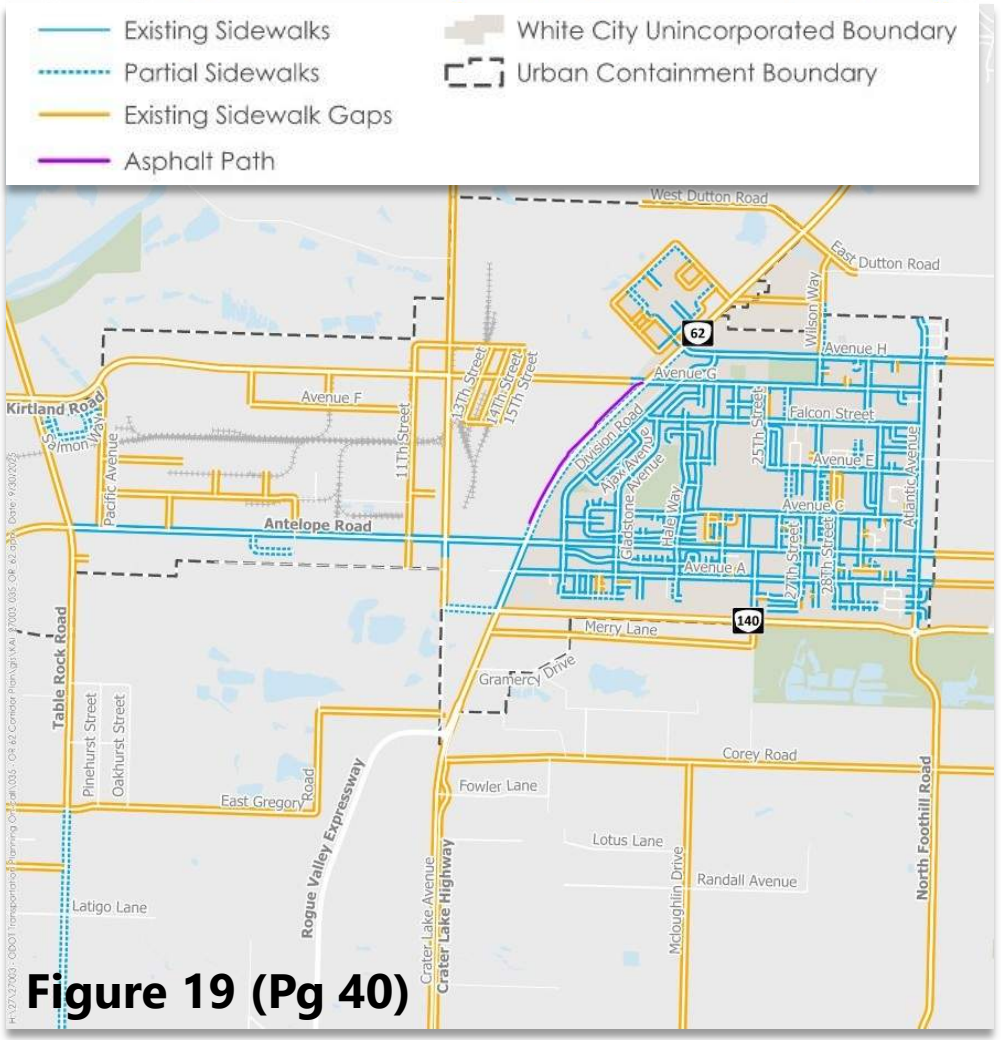


Figure 19 (Pg 40)

Pedestrian Network Findings

- Sidewalks primarily east of OR 62; some available along highway and west
- Pedestrians must use paved shoulders or share the road without sidewalks
- OR 62 lacks dedicated crossings, creating a barrier for cyclists and pedestrians

TM #4: Existing Transportation Conditions

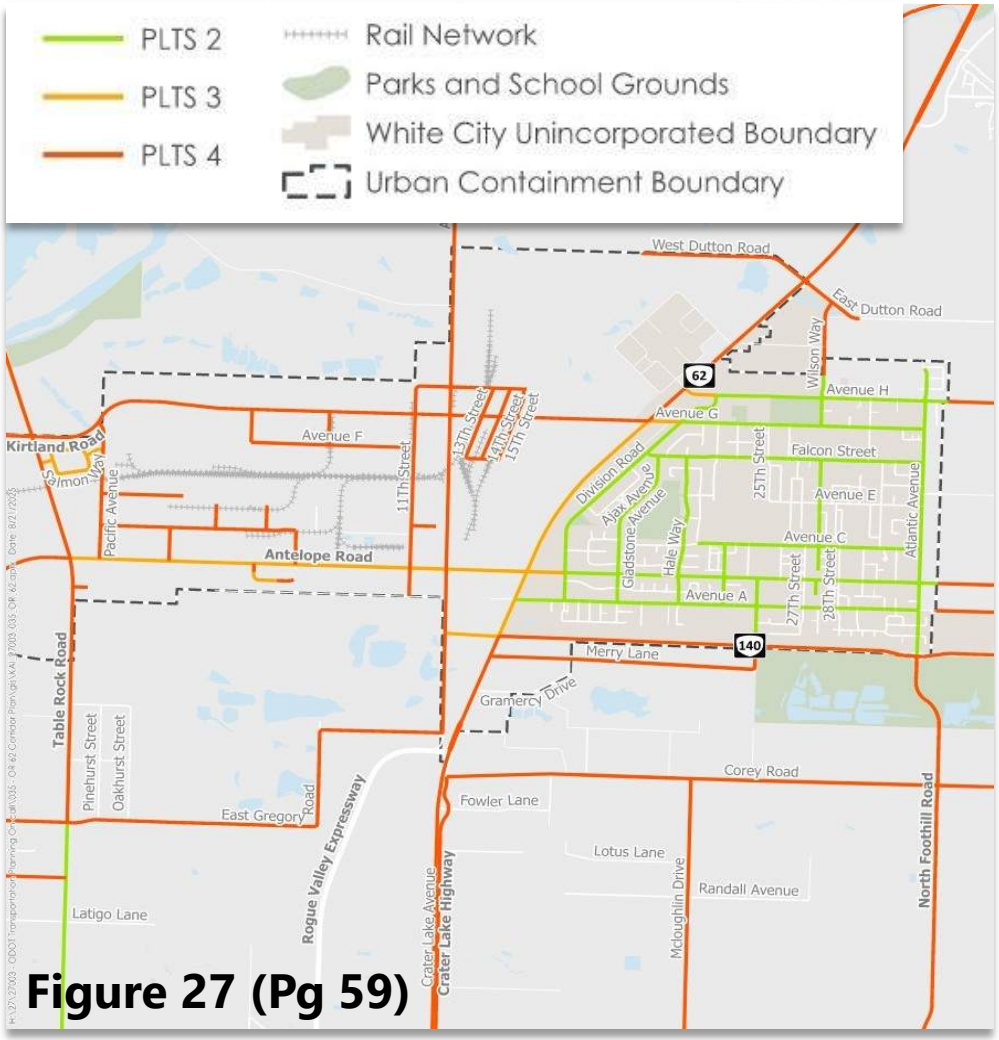


Figure 27 (Pg 59)

Pedestrian Network Findings

- Most arterials/collectors are PLTS 4 due to:
  - Lack of sidewalks
  - Curb-tight sidewalks adjacent to high-speed roadways

TM #4: Existing Transportation Conditions

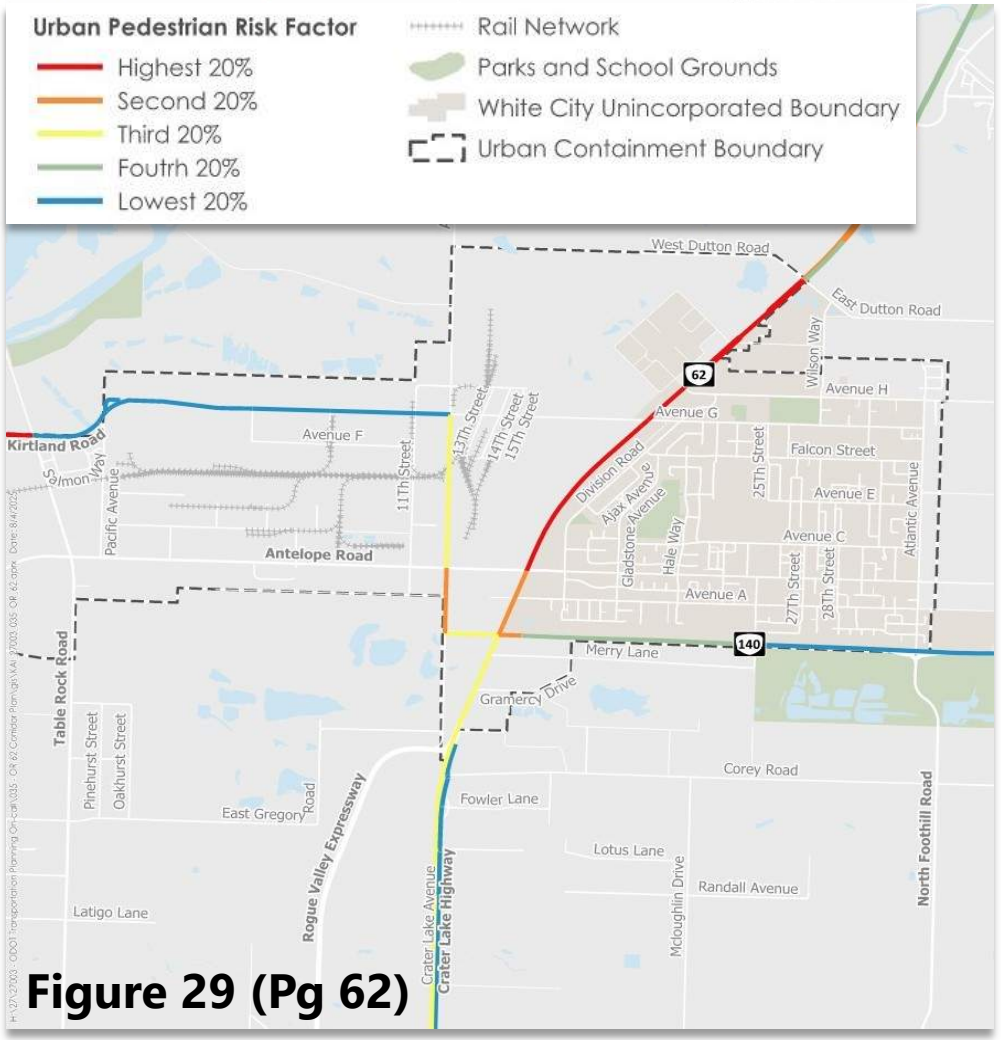


Figure 29 (Pg 62)

Pedestrian Network Findings

- Some OR 62 segments present greatest crash risk to pedestrians in the state

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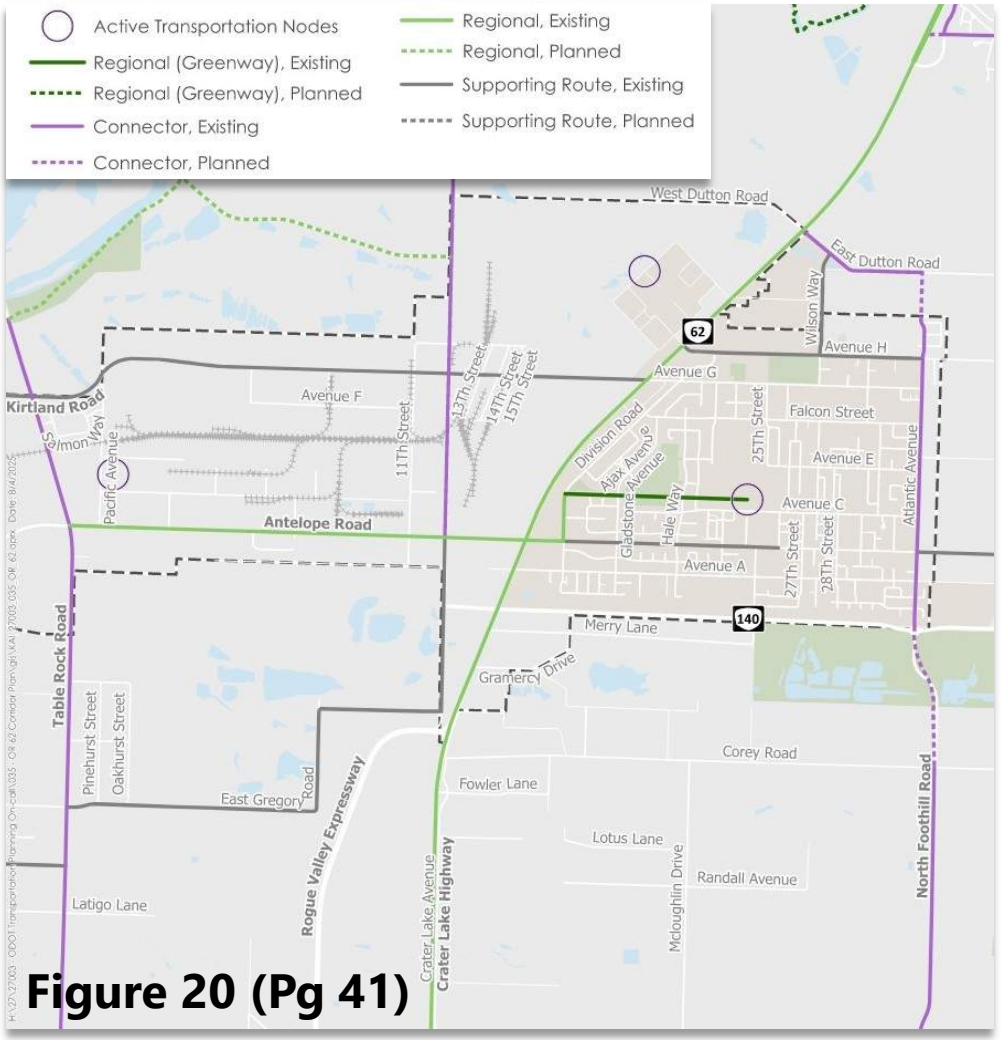

Figure 20 (Pg 41)

Bicycle & Pedestrian Network Findings

- Rogue Valley Active Transportation Plan designates several existing and planned Regional, Connector, and Supporting routes

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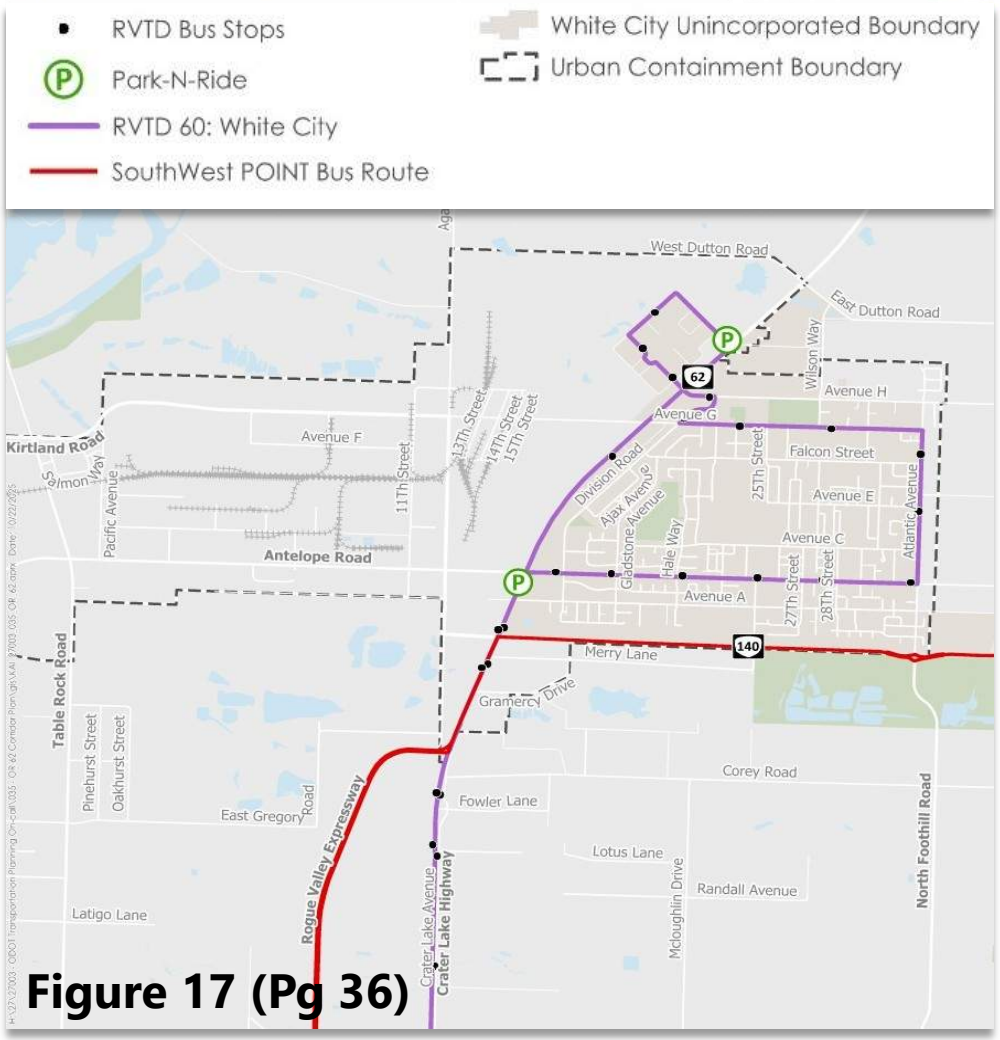

Figure 17 (Pg 36)

Public Transportation Findings

RVTD is primary provider; SouthWest Point route present

- Fixed-route and dial-a-ride service available (recent service reductions from federal funding delays)
- RVTD Route 60 rated as "good" in QMA due to:
  - Service frequency
  - Travel time
  - Bus stop amenities
  - Connections to pedestrian/bicycle facilities
- SouthWest POINT rated as "poor due to no access to route in study area

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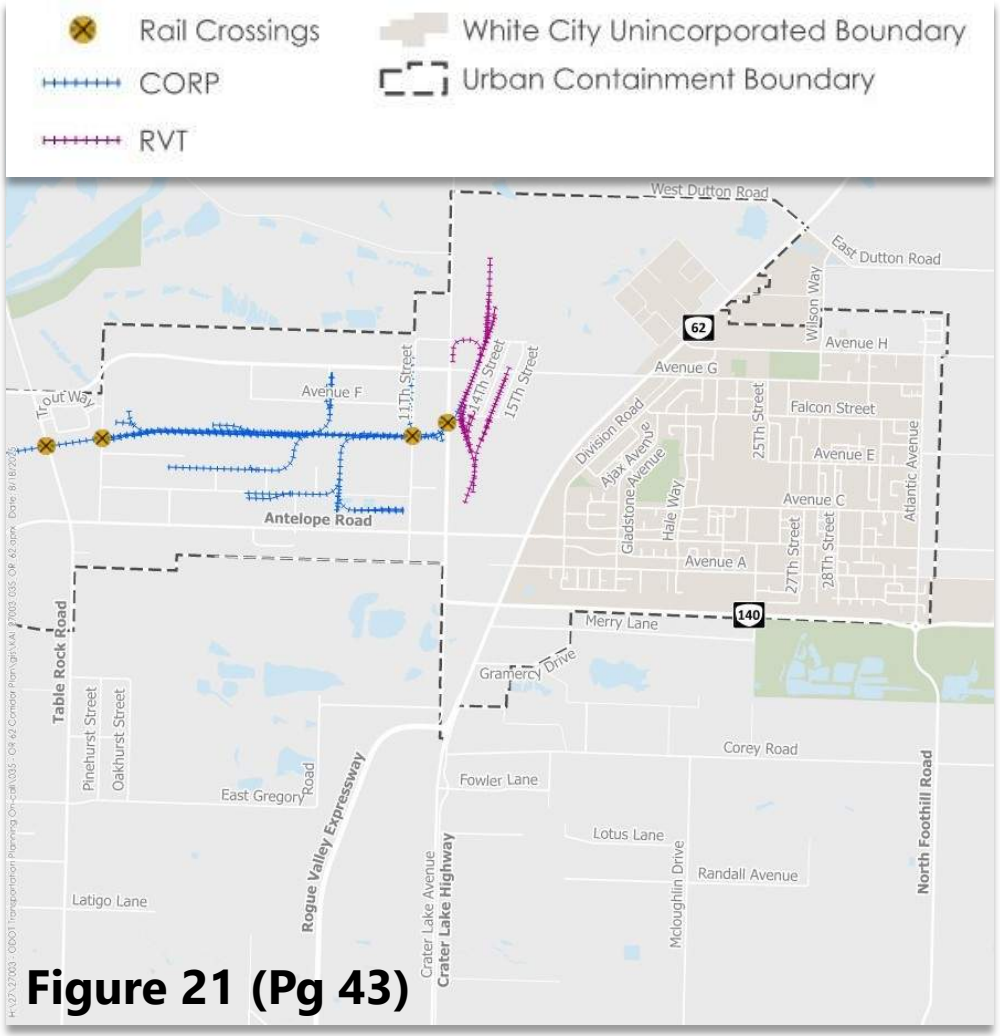

Figure 21 (Pg 43)

Rail & Air Transportation Findings

- Central Oregon & Pacific Railroad rail line present; terminates at Rogue Valley Terminal Railroad
- No air transportation facilities in study area; closest airport is in Medford

Next Steps & Open Discussion

AC Review Comments | Existing Conditions Analysis | AC Meeting #2

Next Steps & Open Discussion

AC to provide feedback on Tech Memo #4 by **November 14, 2025**

Project Team to analyze Future No-Build Conditions / Develop Draft Tech Memo #5

Look out for **AC Meeting #3 in early Spring 2026**

ODOT Project Website